

ALL MERCHANDISE
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Stillman to Drop Divorce, Live in Paris

Person Close to Banker Says He Will Give Wife \$7,500 Monthly and Pay Expenses and Costs

Guy Not to Claim Share in \$6,000,000

Hearings Indefinitely Postponed; Mother to Care for the Children

The Stillman divorce action is to be settled out of court. This was announced last night by a person who has enjoyed the confidence of James A. Stillman and his attorneys since the case began.

Stillman, formerly president of the National City Bank, it was said, will drop his suit against Anne Urquhart. Potter Stillman; certain terms of agreement will be reached and following the drawing of this agreement Mr. Stillman will sail for Paris and make his future home there.

In seeming corroboration of this report came news from Poughkeepsie that Referee Daniel J. Gleason had announced the indefinite postponement of the hearings in the case.

"The case will be allowed to sort of simmer out," said The Tribune's informant. "It will be continued and continued until it dies for lack of prosecution."

Society People Involved

The announcement that Mr. Stillman would drop his suit, and thus relieve Mrs. Stillman of the need of establishing the allegations in her defensive answer came at a time when the names of prominent society women and men were being drawn into newspaper stories concerning the case. It had been predicted that several of these society people would be called upon to testify. In this way, many people with only innocent knowledge of the affairs of Mr. and Mrs. Stillman would have been brought into the glare of uncomfortable publicity.

Attorneys for both sides explained yesterday that the case had been postponed because of their inability to be in court next week at Poughkeepsie. John E. Mack, guardian ad litem for Mrs. Stillman's twenty-nine-month-old baby, Guy Stillman, refused either to affirm or deny that the case had been dropped. Referee Daniel J. Gleason also refused to affirm or deny the report. Referee Daniel J. Gleason, of counsel for Mrs. Stillman, was out of the city last night.

Mr. Stillman's co-attorney for the suit, Referee Daniel J. Gleason, refused to affirm or deny last night that the suit had been dropped. When informed that such information had been given out from the court, he said: "I simply cannot talk at this time."

After his refusal to talk he was asked point blank to deny that a compromise had been effected, and in reply he said: "I am not at liberty to say anything at this time."

The substance of certain of the terms of agreement said to have been arrived at was given to The Tribune yesterday.

Mr. Stillman is to settle on Mrs. Stillman for life \$7,500 monthly allowance for her support. She is to care for Guy out of this amount. Mr. Stillman is to pay the expenses of the children, and to pay the expenses of the household.

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Mr. Stillman is to pay all expenses, court costs, attorneys' fees and to cover all other outlays incident to the litigation since its inception, July 1, 1920.

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The testimony of the person who said that Mr. Stillman had dropped the suit, and that James A. Stillman, her husband, was the father of the baby, Guy.

The so-called "confession" letter was written by Mrs. Stillman to Mr. Stillman, it was charged, and is said to have contained the sentence: "I am a mother and I am proud of it."

The Beausiville letters, seven of

13 Air Mail Deaths Charged To Negligence

Lieut. Eversole Submits Names of Aviators Said to Have Been Victims of Gross Inefficiency

Supported by Affidavits Asserted Men Were Forced to Sign Statement That Were Safe Under Threats

CHICAGO, May 13.—Specific charges that thirteen men have been killed in the air mail service because of what he termed "gross mismanagement, inefficiency and criminal negligence" were made by Lieutenant C. C. Eversole in testimony presented to the government today through a Federal committee which has been conducting secret investigation of air mail conditions.

Lieutenant Eversole's testimony, which has extended over several days, made a statement of more than 100,000 words, which he signed and swore to today.

Included in the evidence were affidavits from several pilots and mechanics now in the service, all of which corroborated Lieutenant Eversole's charges, and a statement written by Pilot Carl Christensen previous to his recent death in a fall at Cleveland.

Eversole's testimony went into detail as to the deaths of the thirteen aviators and gave his explanations for each. He stated that he had been forced to sign a statement that he was safe under threats.

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At the station Goldstein gave five different addresses, all of which were found to be fictitious. He said he had just school a year ago when in Grade 4 and had twice worked as an errand boy, but found it too slow. The children's society will take charge of the boy to-day.

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Hero of Hindenburg Line Named in New 'Slacker' List

Winner of Congressional Medal for Rescuing Wounded on Torpedoed Transport Also Among Six Veterans Posted as Evaders

One man whose enlistment record shows that he took part in a half dozen battles in France and Belgium; another, now in service in the navy, who is said to have won the Congressional Medal of Honor for heroism in rescuing wounded men from the torpedoed transport President Lincoln, and a third who was cited for valor are named in the list of alleged draft evaders issued by the War Department and published this morning.

To-day's list covers ten local boards in Manhattan, Brooklyn and Long Island City and containing 208 names, the largest number released for publication thus far. The number of addresses which did not exist and which were obviously fictitious also is high. Some were revealed as vacant lots, temporary construction camps, churches and schools.

Edward John Mueller, whose name appears as Muller in the list issued for Local Board 143, lives at 418 East Eighty-ninth Street. He was found at his home last night and exhibited proof of his contention that the use of his name was unwarranted. After registration he enlisted as a farrier in the veterinary corps with the 27th Division and informed the draft board of his action. He went overseas on May 17, 1918. Mueller's papers show that he fought at East Poperinghe, Dickebusch, Vierstraat and St. Quentin on the Hindenburg line, and took part in the Cambrai-Aisne-Oise offensive. He was discharged from the service at Camp Upton on July 10, 1919.

Charles H. Hahn, of 176 Norman Street, in the Ridgewood section of Brooklyn, who is cited from Local Board 179, is now serving his fourth enlistment in the navy. According to neighbors at this address, Hahn received the Congressional Medal of Honor for heroism in rescuing wounded men from the sinking transport President Lincoln on June 1, 1918.

Although cited for valor and with a record of eighteen months' service overseas, according to residents of 136 Twelfth Street, Long Island City, Edwin Bertram Johnson is included in the list from Local Board 171. Soon after

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Strikers Call Pershing to Harbor Is Threatened if Towboat Crews Agree to Blacklist 'Unfair' Ships

N. Y. Line Will Give Benson Court Battle Company That Yielded to Union to Fight Order Withdrawing 6 Vessels

The possibility of a complete tie-up of all shipping in this port arose yesterday as a further complication in the transportation difficulties engendered by the nation-wide shipping strike. It arose out of the request made to the tugboat men in this harbor to refrain from handling all "unfair" ships during the period of the marine struggle. Whether the men will accede to the request could not be learned yesterday. They are still operating under a wage agreement that does not expire until the end of the year.

Thomas B. Healey, head of the harbor marine engineers, who returned from the conference with Secretaries Davis and Hoover in Washington, said: "Engineers of towboats have responded favorably to the request of their organizations to refrain from handling unfair ships. This is a new and effective handicap to the ship owners in their desperate efforts to get their ships away."

Benson Order To Be Fought

Another complication has arisen out of the action of Admiral William S. Benson, chairman of the United States Shipping Board, in taking away the six steamships from the United Transport Company because the company had entered into a separate agreement with the unions. An action concerning these six vessels is already pending in the Federal courts, and an injunction order against the Shipping Board restraining it from interfering with them is still standing. R. O. White, president of the company, said yesterday that further legal proceedings would be instituted to force the return of the six ships.

Three American steamers succeeded in sailing from this port yesterday. They were the tanks Josiah Macy, bound for Tampa, and Nora, which left for Port Arthur, and the steamship Mohawk, which sailed for Charleston.

In the face of the statements by the steamship owners and the Shipping Board officials, Benson's action is being challenged by the National Marine Engineers' Association, yesterday asserted that there were 257 active ships up in this port ready for sea without any crew.

Say Men Have Left 93 Ships

It also was stated by him that ninety-eight steamships of American registry had arrived in this port since the strike order went into effect on May 1. The action of the Shipping Board in withdrawing the six vessels, he said, was a "gross violation of the law."

The action of Admiral Benson in taking away the six ships from the United Transport Company is likely to involve a lengthy legal battle. R. O. White, president of the company, yesterday issued the following statement:

"This company arranged with the Shipping Board to purchase, through the Virginia Shipbuilding Company, a number of vessels. There has never been any violation of the purchase agreement. Several months ago the Shipping Board endeavored to prevent this company from operating these vessels between ports on the east coast from the west coast of the United States."

Says It Violates Court Order

"The United States Transport Company, Inc., at that time obtained an injunction in the United States District Court of Virginia stopping the Shipping Board from interfering with the operation of our vessels. The injunction still is in effect. The action of the Shipping Board in withdrawing the six vessels is a gross violation of this injunction. We believe the action of the court will be adjusted in court."

Our agreement with the unions to renew the 1920 agreement included a stipulation that when a settlement was reached between the Shipping Board and the unions, vessels of this company would operate under the new agreement.

Mr. White said the six ships represented an aggregate tonnage of over 55,000 dead weight tons. The ships are the Virginia, New York, New York, Conn.; the Anna Morse, at San Francisco; the Colin H. Livingston at Vancouver; the C. C. Morse, at Baltimore; the Jennie B. Morse, at New London and the Vanada, at Alexandria, Va.

He said that the company had purchased the ships from the Emergency Shipbuilding Corporation at \$225 per dead weight ton. All payments to date have been met, he stated.

Volunteers Rush to Jobs Of Aquitania Strikers

Liner Will Sail From Southampton To-day With Office Help in Kitchen

From The Tribune's European Bureau Copyright, 1921, New York Tribune Inc. LONDON, May 13.—Volunteers offering their services as stewards or in any other capacity on the Aquitania came in a rush to-day. Officials of the Cunard Line said the ship would sail to-morrow from Southampton, regardless of the strike of the hands.

All kitchen service jobs have been filled by the employees of the Cunard Line. Fear that other members of the crew will refuse to work with the non-union waiters aboard, among whom are six French waiters, is sending a virtually duplicate crew to the dock. Engineers, officers and both sea and shore staffs were dispatched from London at daybreak. Hundreds of unemployed men and many others seeking a novel vacation have offered to fill the places of the strikers on the liner, but the Seamen's Union has specifically instructed its members not to strike in sympathy with the stewards.

The first detachment of volunteers put in a hard day today loading linen and cutlery on the Aquitania.

Six Die in Texas Rail Accident

EL PASO, Tex., May 13.—Six persons were killed and seven injured last night when a freight train derailed in a ditch at Eagle Flat, Tex., on the Texas & Pacific Railway, according to a report made by train crews.

Eagle Flat is twelve miles east of El Paso.

Poles' Invasion Defies Treaty, Threatens Peace, Declares Lloyd George

Berlin Hears of Plan To Cancel Penalties Tells Commons Allies Should Insist Pact Be Respected or They Ought to Let Germans Do So

BERLIN, May 13 (By The Associated Press).—An exchange of views is declared to be proceeding between the Allies concerning the cancellation of the Allied penalties, especially the Rhine customs barrier and the occupation of the Ruhr ports, in view of Germany's acceptance of the terms. It is reported here that Great Britain favors cancellation.

From The Tribune's European Bureau Copyright, 1921, New York Tribune Inc. LONDON, May 13.—Premier Lloyd George told the House of Commons to-night that the British government insists that the insurrection of Poles in Upper Silesia is a violation of the Treaty of Versailles, and that as such it must be put down. He argued that either the Allies must compel respect for the treaty's terms or Germany must be permitted to use armed force to suppress the insurgents.

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Can't Pay if We Lose Silesia, Says Dr. Wirth

German Chancellor Tells Reichstag That Ability to Meet Obligations Rests on Retention of Rights Fears an Internal Crisis

By Wireless to The Tribune Copyright, 1921, New York Tribune Inc. BERLIN, May 13.—Chancellor Wirth, speaking in the Reichstag last night on the eve of the adjournment of that body over the Pentecost holidays, said that upon the solution of the Upper Silesian question will depend whether Germany is able to carry out the obligations imposed on her and thus make possible the restoration of the war-shattered economic structure of Europe.

The Chancellor demanded fair play for Germany in the adjustment of the situation arising out of Korfanty's coup d'état in Upper Silesia. He made no effort to conceal his feeling that the damaging of what Germany regards as her rights in Silesia will entail consequences that will be felt far beyond the borders of that region. Dr. Wirth went so far as to say that diplomatic and political sabotage in Upper Silesia would endanger Germany's acquiescence in the Allied reparations program.

"With all our heart we want to fulfill the conditions of the Allied ultimatum," said the Chancellor, "but we must also be convinced that if it is not possible to reach a settlement, the German people will find themselves face to face with a critical internal situation."

Political Alignment Uncertain

The Chancellor's task at present, the only breathing spell Germany has had since the end of the war, is to bring about a settlement of the Silesian question. In making his declaration Dr. Wirth withheld the announcement of the new Cabinet's program, which will be forthcoming when the Reichstag is reconvened. That will be June 1 unless events between now and then necessitate a special session. The recess will be utilized by the ministry in filing reports, mapping out a constructive program and generally strengthening its position.

At present it is difficult to see whether the government will seek to strengthen itself from the Right or from the Left. The Majority Social-Centrist-Democrat coalition controls 222 out of 460 votes in the Reichstag, or slightly less than half. The Democrats have many ties with the German People's party and this

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THE WEATHER
Cloudy to-day, with showers this morning; to-morrow fair and cooler; south and southwest winds.
Full Report on Last Page

TWO CENTS
In Greater New York

THREE CENTS
Within 200 Miles

FOUR CENTS
Elsewhere